

OPTIMISM PREVAILS

(Continued from page 1.)
MORE HELP OBTAINED.

Waimanalo Plantation.
August 22, 1906, 12:10 p. m.
The transport Logan is passing bound in.

At 8 a. m. the vessel was in from 16 to 22 feet of water.

There was 22 feet under the port quarter and 16-17 feet under the bow. There is ten feet less water under her bow, and 4 feet less aft than if she were afloat.

The water on the starboard side averages three feet less than on the port side.

She is lying due N. and S., the bow heading south.

Two hundred feet away on the starboard bow is only two feet of water. If the vessel ever gets there it will be all off with her.

Twenty-five men have just arrived from Honolulu via the Pahi. They will be sampanned to the distressed vessel. It looks as if more than double this number were needed. Valuable time is assuredly being lost on account of lack of labor to handle anchors, hawsers, etc.

There is some talk of extending the telephone line to the landing.

More heavy wire is being 'phoned for in Honolulu.

WAIMANALO'S HIGH TIME.
Waimanalo Plantation.
August 22, 1906, 1:30 p. m.

The quiet little village of Waimanalo is having the time of its life. Never since the invention of the auto have so many machines been seen here.

Visitors from Honolulu on business or pleasure keep coming and going all the while. In automobiles, carriages and stage-coaches they come and now and again an equestrian arrives.

Manager Chalmers of Waimanalo Plantation is having ample opportunity to shine as a host. Every night since the grounding of the Manchuria, he has had a full house and tonight promises to be no exception to the rule.

This morning he was made aware that provisions in his household had run short and horsemen were dispatched to the grassy plains to rope a sheep or two for dinner.

Head Luna Scott's hospitable resources are also being taxed.

Plover are plentiful round here, having made an early appearance, and visitors who pack guns along have a chance of some shooting.

On the run from here to the landing an auto occasionally gets stalled in the sand and one has broken down near the landing and awaits repairs.

Everyone who possesses a horse has a chance to do quite a business. The prevailing rate for horse hire is \$2 a day and the steeds are awful plucks at that.

Quite a delegation of sight-seers is expected from Honolulu Sunday, provided the Manchuria is not out of her pilikia by then.

PASSENGERS' BAGGAGE.
On board S. S. Manchuria.
August 22, 1906 (3:45 p. m.).

A four and a-half-ton mushroom anchor attached to a 11-inch cable has been placed in deep water over the port quarter. The Manchuria tightened up and a movement of the stern was perceptible.

Another big anchor is being taken out on the other side of the stern. She has been straightening all day and is now nearly on an even keel, with a slight list to starboard instead of a considerable one to port.

The vessel appears to be almost afloat, and but for an occasional bump is nearly in deep water motion.

The steamer Cummins left with the treasure and part of the steamer passengers' baggage early this afternoon. She will return tomorrow morning to finish the job.

The barge Pioneer has all the saloon passengers' baggage aboard and should be in town with it tomorrow morning.

OFFICERS SANGUINE.
The officers are sanguine of the success of the floating operations, and "we sail at six" is the joke of the hour.

The newly-arrived laborers from Honolulu are at work transferring cargo to the port side. This should tend to increase the former list to port, but has failed to do so. The probable explanation of this is that the vessel, aided by the action of the strong tide, has slipped off the ledge on which her blue keel caught.

J. J. Belser, the dredging contractor, and C. P. Morse of the American-Hawaiian S. S. Co., who have been aboard all day, have just gone ashore.

The cable steamer Restorer now has a double cable connection with the Manchuria, a cable running out of each stern port. The Manning has the same old line and the Niihau is standing by waiting for her boats, which are being used to place the big anchors.

The vessel has been riding lightly all afternoon, as if in a cradle.

RIG PULL TODAY.
The water tanks are to be emptied at 5 p. m. or thereabouts. The Restorer, Manning and probably the Niihau will make a strong pull and a pull to gether.

The Manchuria will try to get off also under her own steam, and with everybody and everything working together it looks as if something will have to give.

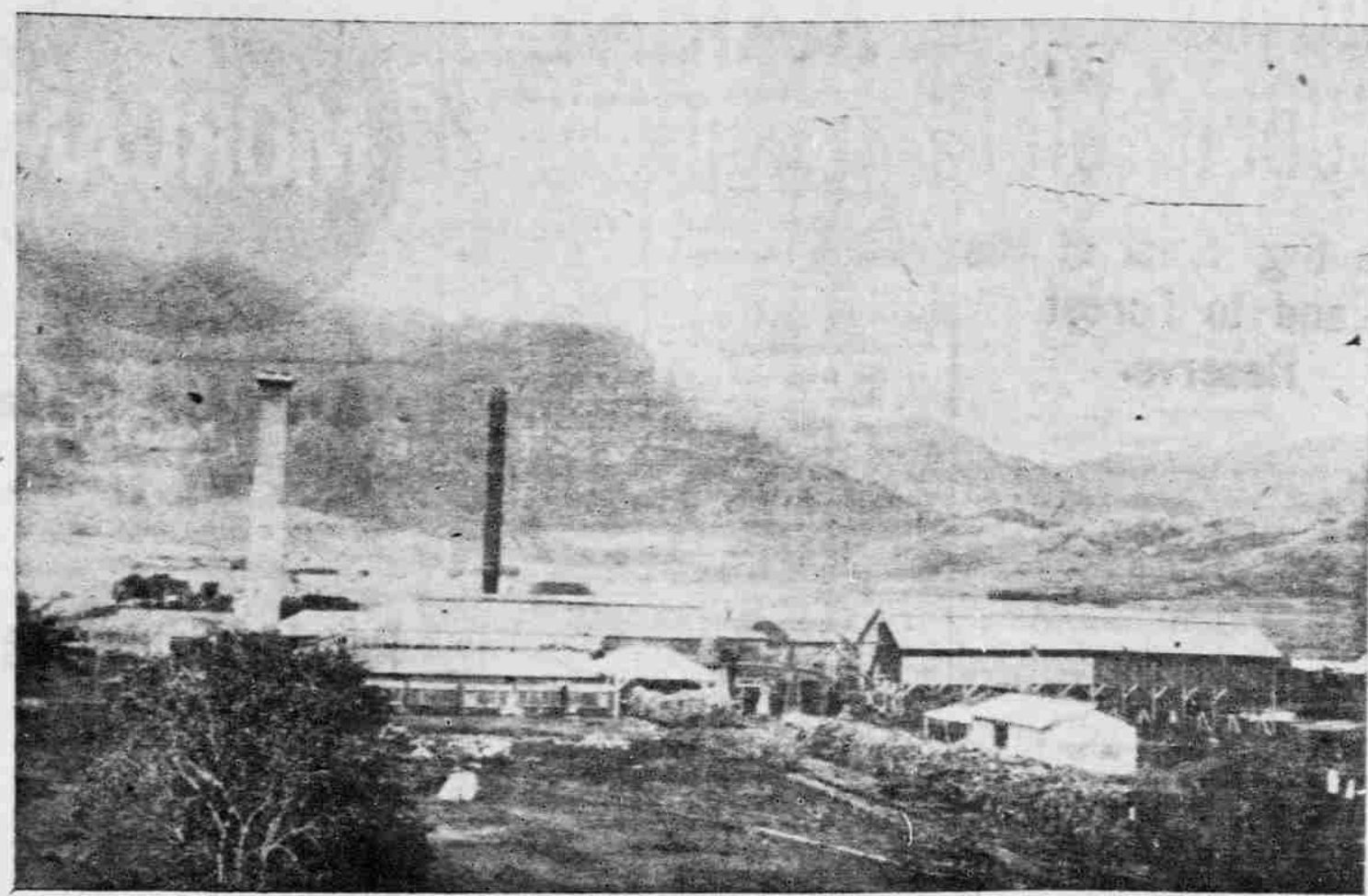
The port engine which has been out of commission is now said to be in running order. There is no sign of a puncture in the hull. Some of the seams of the water tank have naturally opened a little beneath the great pressure on them and this probably accounts for the little water coming in.

So far there have been no accidents aboard.

MANNING'S HAWSER PARTS.
4:30 p. m.—The Manning while pulling has just parted her hawser at the butt.

"Tough luck," said Captain Saunders.

The Niihau's boats are returning to the steamer. The Niihau is rolling considerably and the launch Brothers, which has the steamer's boats in tow, is poking her nose into it a plenty.



WAIMANALO PLANTATION MILL WHERE THE MANCHURIA PASSENGERS WERE ENTERTAINED JUST AFTER LANDING.

The Manning has been taken a line by the Brothers and another wire will soon be connected.

THE NIIHAU LEAVES.
5 p. m.—The Niihau has left. She was standing by for a chance to get a line to the Manchuria, but when the Restorer and the Manning started pulling without word to the Inter-Island boats the captain went home, probably concluding that there was nothing in proffering assistance that was not wanted.

"WILL GET HER OFF."
6 p. m.—Chief Officer Barnesson of the Restorer has just had a conference with Captain Saunders and is returning to his ship.

"There will be no more heavy pulling tonight," said Barnesson. "We shall keep pulling easily to hold the Manchuria and keep her from sagging. Tomorrow morning at high tide pulling in earnest will begin. We are prepared to stand by for a month if necessary. We will get her off, whether today, or tomorrow, or when we can not say, but we will get her off."

"There is no material change in the situation today," said Captain Saunders. "I am more hopeful than ever tonight. The ship is lying in a bay, and as long as we can keep her from sagging in we will be all right until we are prepared to give her the grand pull."

It looks as if something would be doing at high tide before morning and it is probable that the ship will be lightened by the emptying of the water tanks before the Restorer and Manning take hold.

The weather conditions continue favorable and the prospects are for a fair night.

Jamie Wilder, the artist, is on the shore and will camp out for a week and will paint a picture of the Manchuria.

WAIMANALO, THE CASTAWAY'S HAVEN

The part of the Island of Oahu, Waimanalo, where the S. S. Manchuria is wrecked, is probably better known to the people of Honolulu than any other.

It is crown lands under lease to the Waimanalo Sugar Co. which expires in 1920.

Here Thomas Cummins established his cattle ranch in the early 40's, and to his love for blooded horses and cattle the islands are much indebted for the fine strains found. He was an Englishman, married to a high chiefess, and a great favorite with Kamehameha III. His reputation for hospitality was not confined to the islands, and here were entertained American and British officers right royally. He maintained a track, where his horses were trained, and many a race was witnessed by the kings and princes of Hawaii, as well as by princes from Europe.

The Kamehamehas and their queens, as well as Kalakaua and Queen Liliuokalani, made that part of the island their home, and the aquatic sports of the natives, as well as their ancient customs, were maintained here long after they had become obsolete elsewhere.

The seas at Waimanalo are very shallow and were and are noted for their famous fishing. The plains and sand dunes and the ponds in the vicinity afford fine shooting and are the resort for many of our sporting men.

In the early days the land had a large native population and breadfruit and other endemics covered the country. At the great division of the lands in 1847 very many small grants were made to the people out of this mauka.

The Hon. John A. Cummins, son of the former, conceived the idea of establishing a sugar plantation, and, renting many of the kuleanas from the natives, he cleared off the land and made it what it is today. It has always been his delight to entertain, and Waimanalo during his incumbency was a favorite resort for the elite of Honolulu.

The striking (no joke) beauty of the scenery from the deck of the Manchuria must have impressed the throng of passengers, and their ride through the cane fields on the little railroad laid down by Mr. Cummins must have been an unexpected treat. Two magnificent pictures of Waimanalo, by D. Howard Hitchcock, which were exhibited in Paris, attracted much attention and could have been sold for a large sum.

The proximity of the stupendous precipices, covered with verdure to their crests, afford a remarkable background for the brilliant colors which nature here presents. Photographs do not do justice to such scenery, as the splashes of color here and there are not observable.

Manana, or Rabbit Island, which affords some shelter to the beached Manchuria, achieved some notoriety in 1895 as the place where the schooner H. R. Wahlberg, under command of the daring Captain A. P. Lorentzen, landed the arms used so ineffectively by the rebels.

The little S. S. Iwa was burned off the entrance to Waimanalo harbor, May 25, 1899.

The steamer John A. Cummins, which has proven so serviceable in landing the passengers of the Manchuria, is the property of the Waimanalo Sugar Co.



MANAGER CHALMERS OF WAIMANALO PLANTATION.

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PICKED UP ON HONOLULU STREETS

The mail on the Manchuria intended for the Far East was brought in yesterday and that for the Philippines and China will be transferred to the transport Logan, while the Japan mail will be held for the Hongkong Maru, due here August 30 from the Coast.

ALAMEDA SAYS "HOWDY."
Just before the Oceanic liner Alameda sailed for San Francisco yesterday morning, Captain Dowdell stated that the liner would cruise in close to Waimanalo bay and give a marine "Howdy" to her ill-fated cousin.

This was a splendid opportunity for the passengers, as well as the officers, to see the stranded Pacific Mail liner.

It was a strange irony of fate that gave the Alameda the opportunity to steam along in view of the stranded Manchuria and make visual inquiry as to her condition. It was not so many months ago that the Alameda ripped her hull full of holes upon rocks at the Golden Gate, and yet she was not only removed from them, but the holes were patched and she was towed across the San Francisco bay to the drydock, rebuilt and is now as staunch as ever.

"MANCHURIA REEF."
At the time that the Alameda was passing within sight of the Manchuria, still another coincidence was noted. The Australian liner Mowera came up from the Colonies, and so in the waters directly surrounding Oahu were steamers that had all been on rocks at some time in their history. The Mowera went on the reef in the channel leading to Honolulu's harbor. This was several years ago. There she hung for a long time, until removed by Mowla, who leaves San Francisco today on the Ventura for Honolulu to attempt to take the Manchuria off.

There is now a "Mowera reef," and undoubtedly the reef on which the Manchuria is stranded will in future be known as the "Manchuria reef."

THE QUESTION OF OFFICIAL INQUIRY

United States District Attorney Breckons and United States Marshal Hendry went to Waimanalo yesterday by auto to size up the wreck situation.

Just what their visit was intended for is not altogether clear, as Marshal Hendry stated that it was unofficial.

"However, if any questions are asked of us concerning the Manchuria, we will be in a position to make reply," said the Marshal just before starting.

He added that he did not know what steps were being taken toward any inquiry as to the cause of the accident.

This phase of the disaster is to be an important one no doubt. Just when a court of inquiry will be called and conducted by the United States Inspectors of Hulls and Boilers is not known. These inspectors are in San Francisco. Whether they would come to Honolulu to hold the investigation, or remain in San Francisco and summon the captain, officers and crew to appear before them there is open to question.

Captain Saunders will make a report on the disaster to the inspectors, and a report will also be made for the benefit of the underwriters.

In the investigation of the cause of the disaster the captain will necessarily be put to a severe cross-examination. If the captain is held blameless he will be exonerated and if he is guilty of contributing to the piling of the Manchuria up on the rocks, the inference, in view of former investigations, that his license as a master will be revoked, or he may be suspended for a certain period.

A report is also to be made to the Collector of Customs which will show the amount of loss to the ship and cargo, in case the vessel is saved.

If Captain Metcalf finds, after investigating that it will be impossible to get the ship off the rocks, the owners may turn the ship over to the Marine underwriters. They in turn, can offer the wreck for sale as she is, or they can make an effort to save the vessel.

If saved under such circumstances it will lessen the loss to be written off by the underwriters. Either the Pacific Mail Steamship Company or the Insurance companies or perhaps both are sending Captain Metcalf to Honolulu to see what can be done to save the vessel. Captain Metcalf is the representative at San Francisco of Lloyd's.

In case it takes weeks to get the vessel off the rocks, the piling she has received with the resulting damage to boilers and engines and possible bending of the keel, possible punctures, will make the levathan almost a "white elephant" in these waters, as there is no dry-dock to receive her here and the Manchuria must of absolute necessity find a berth in a dry-dock. The engines and boilers, now reported to be in bad shape, may possibly be repaired to some extent here but there are matters affecting the hull which could not very well be attended to in Honolulu. To tow such a vessel to the Coast would be a big task.

MANCHURIA BREVITIES

When Metcalf arrives here next Wednesday on the Ventura he will assume charge of all operations looking to the floating of the Manchuria.

A rumor reached the city yesterday afternoon that the hull in a certain place had been dented in by reason of an especially flinty rock projecting above the reef-cradle.

Treasure was brought away yesterday from the Manchuria by the Cummins and landed at the Oceanic dock. There was a sack of Mexican dollars and some cases of watch cases and watches.

Alex. Lyle made some valuable suggestions to those having charge of the Manchuria. He advised about kedge anchors and filling the tanks with water ballast to keep her down tight to the reef.

Duplicate manifests, etc., of the cargo and passenger statements of the Manchuria may be cabled for from San Francisco to be forwarded here on the Hongkong Maru, leaving San Francisco tomorrow.

Dr. Day of Los Angeles, and chairman of the Manchuria passengers' meetings, was invited yesterday by Rev. J. Walter Sylvester to occupy the pulpit of Central Union church next Sunday morning.

The passengers of the Manchuria are becoming the best kind of sightseers and are going over the city and inspecting its beauty spots in a thorough manner. That is, they are mapping out their routes day by day.

Governor General Smith's autograph on the Young Hotel register shows that he has become a citizen of the Hawaiian Islands. He has registered from Waimanalo, and Judge Gilbert is registered from "Makapuu Point."

Dr. Stone of New York, one of the passengers, lost no time in getting around the islands. He reached Honolulu from the stranded vessel early Tuesday morning and left for the volcano on the Kinai at noon. His wife, daughter and niece remained behind.

Judge Gilbert, one of the passengers, said yesterday: "I took a street car ride this morning through a section of Honolulu, which was to my view one of the finest I have ever seen. We went up into College Hills and Manoa Valley. No one should miss that ride."

"They're giving dances and balls for we people of the Manchuria, but to tell the truth I haven't any clothes to wear to such a function, because they haven't delivered our trunks," said a passenger yesterday. Shipwrecked people on the island of Oahu certainly wish to be in the regle when society functions are in full swing.

Nathan Bentz, one of the passengers on the Manchuria, who is also one of the members of the passengers' committee on resolutions, is a curio dealer of Santa Barbara. It has been his custom to make annual trips to the Orient, particularly to Japan, for stock. He is having a "curios" experience this time, but can hardly turn it into a merchandise account.

Young Bros. launch Brothers has been on constant duty at the Manchuria. She is in charge of Jack Young and Joe Miller. The little craft is being used as a dispatch boat, and was the first to carry out the kedge anchors. The Brothers tow the boats of the island steamers and has made it self generally useful. The crew take turns in getting meals aboard the stranded steamship.

The steamer J. A. Cummins was pounding the reef alongside the Manchuria yesterday. Captain Searle says that at times the boat came down upon the coral with a dull thud. The reef between the Cummins and the shore was almost bare in places yesterday forenoon. He says he is taking chances in running the Cummins alongside the Manchuria and especially after she has taken on a good deal of cargo.

When the first detachment of passengers was being taken from the Manchuria to the steamer Cummins, one woman, after starting down the gangway, took off her shoes, exposing her stockings with white toes. She clung in desperation to a passenger and an officer, and finally sat down, refusing to be lowered to the Cummins' deck. Finally she was ordered, and when she did start for the deck landed in the arms of a muscular mate, whom she clasped firmly if not fondly.

Captain Dowdell of the Alameda says that he encountered the same current which carried the Manchuria off her course. He says that before arrival here he noticed a strong westerly current. This continued for two days before the vessel reached Oahu. He says, of course, after taking an observation at noon of the day before the Manchuria was wrecked, that it was not possible to ascertain the vessel's true direction until the following day. He believes the Manchuria is in a very bad fix.

E. J. Lord took a crowd of his friends over to Waimanalo on Monday afternoon in his auto and arrived when a crowd of Manchuria passengers had just come from the steamer. They decided to start back to town with news, etc. They started, but the machine balked, and it was hauled to Waimanalo. Superintendent Hudson of the Hawaiian Electric Co. was there and he worked at the machine. Another false start was made. Then they took their coats off. Howland, Noah Gray and others, and they all walked. They did not make another start until the next morning. They had purchased from a Japanese what they supposed was gasoline, to fill the auto tanks. It was kerosene.

To Japan—640 bbls flour, 11,565 lbs sugar, 25 pkgs groceries and provisions, 7 cs canned goods, 1479 lbs lard, 2900 lbs raisins, 1642 lbs dried fruit, 4737 gals whiskey, 160 gals wine, 732 lbs mill-stuffs, 10 cts oats, 20 bales hay, 27 cs typewriters and supplies, 72 pkgs electrical goods, 122 pkgs paper, 173 pkgs machinery, 117 rolls and 18 cs leather, 90 pkgs bicycles and sundries, 14 bales duck, 9 pkgs agricultural implements, 120 car wheels, 2 bxs car material, 4 bxs photo goods, 1539 kgs wire nails, 4 cs drugs, 26 cs dry goods, 81,278 lbs talow, 19,790 lbs hides, 34 pkgs plumbing material, 15 bbls pipe, 260 crts and 100 rolls roofing material, 15 cs arms and ammunition.

To China—5000 bbls flour, 2500 lbs bread, 120 bxs fresh fruits, 440 lbs lard, 14 cs salad oil, 400 lbs tea, 2300 lbs cod-fish, 6782 lbs beans, 1900 lbs peas, 13,368 lbs millstuffs, 2080 lbs ham and bacon, 9510 lbs and 11 cs cheese, 630 cs canned goods, 25 cs salmon, 43 pkgs groceries and provisions, 2050 lbs nuts, 1556 lbs coffee, 130 pkgs table preparations, 23 pkgs pickles, 1883 gals and 3 cs wine, 245 cases beer, 211 cs cigarettes, 81 bxs photo goods, 49 rolls leather, 11 pkgs wagon material, 14 cs soap, 50 cs fuse, 5 pkgs roofing material, 4 bxs sewing machines, 11 cs dry goods, 560 bales sheeting, 548 bales drills, 125 bbls shoos, 9 cs arms and ammunition.

To Vladivostok—325 cs canned goods, 4000 lbs dried fruit, 800 lbs raisins, 8 cs bread, 90 cs pickles and parts.

To Philippine Islands—118 cs canned goods, 10 cs honey, 10 cs syrup, 23 gals wine, 5 pkgs groceries and provisions, 43 cs boots and shoes, 5 cs bicycles and sundries, 7 cs drugs.

To East Indies—117 cs canned goods, 35 cs salmon, 10 pkgs wagon material.

To Korea—511 gals lubricating oil, 17 cs electrical goods, 5 cs canned goods, 7 pkgs groceries and provisions.

To Honolulu—110 lbs fresh fruits, 50 kgs potatoes, 42 cs spices, 2 cs extracts, 223 lbs tea, 699 lbs soda, 4 pkgs electrical goods, 1500 cs coal oil, 3 rolls leather.

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MANCHURIA'S CARGO INVOICE

The Chronicle: The steamer Manchuria sailed yesterday for Hongkong and way ports, via Honolulu, with a general merchandise cargo, valued at \$295,804, exclusive of treasure, and to be distributed as follows: For Japan, \$172,244; China, \$112,202; Vladivostok, \$3436; Philippine Islands, \$3028; East Indies, \$1808; Korea, \$1110; Siam, \$116; Honolulu, \$1580. The following were the principal shipments:

To Japan—640 bbls flour, 11,565 lbs sugar, 25 pkgs groceries and provisions, 7 cs canned goods, 1479 lbs lard, 2900 lbs raisins, 1642 lbs dried fruit, 4737 gals whiskey, 160 gals wine, 732 lbs mill-stuffs, 10 cts oats, 20 bales hay, 27 cs typewriters and supplies, 72 pkgs electrical goods, 122 pkgs paper, 173 pkgs machinery, 117 rolls and 18 cs leather, 90 pkgs bicycles and sundries, 14 bales duck, 9 pkgs agricultural implements, 120 car wheels, 2 bxs car material, 4 bxs photo goods, 1539 kgs wire nails, 4 cs drugs, 26 cs dry goods, 81,278 lbs talow, 19,790 lbs hides, 34 pkgs plumbing material, 15 bbls pipe, 260 crts and 100 rolls roofing material, 15 cs arms and ammunition.

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